

January 2023

Virginia Passenger Rail Authority

Michael McLaughlin, Chief Operating Officer



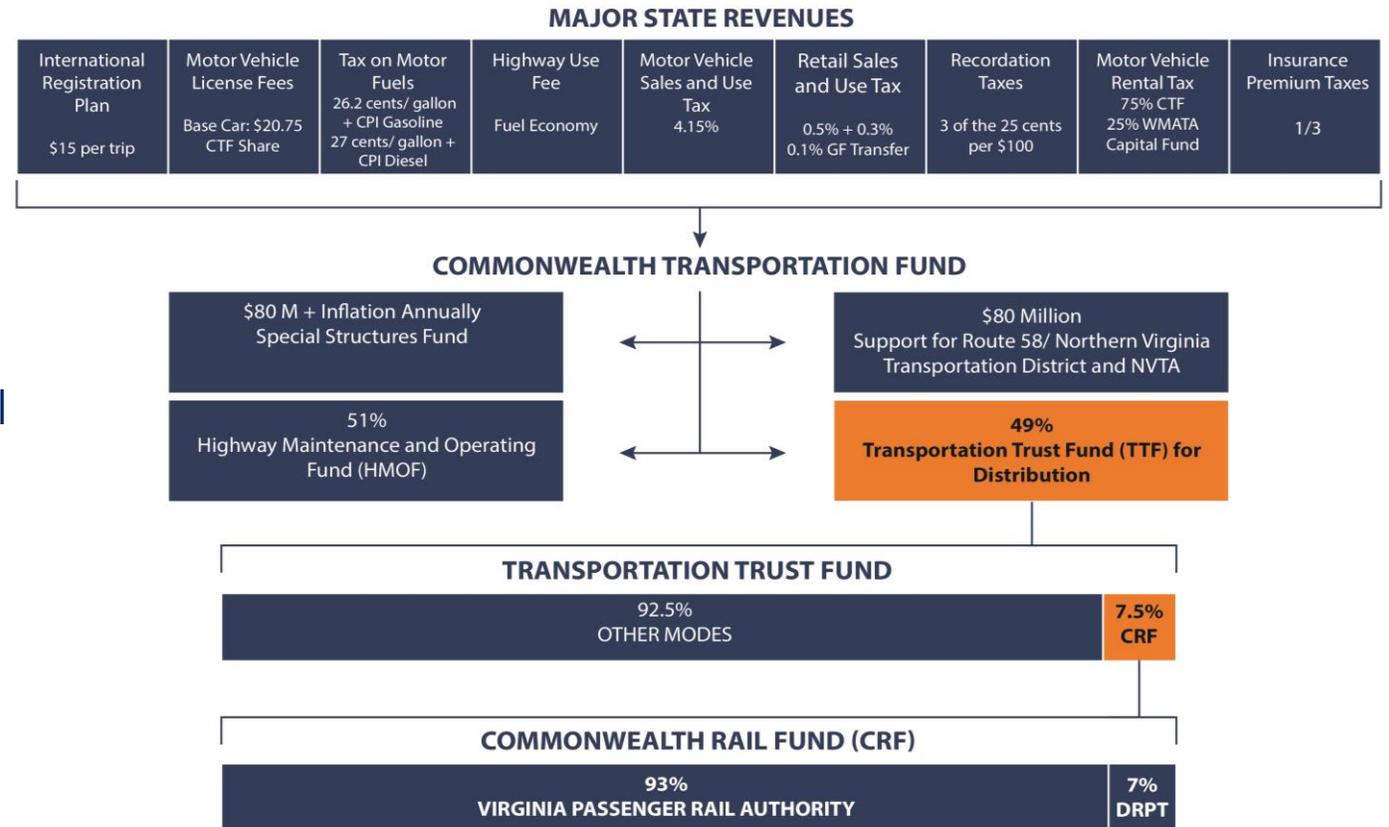
Virginia Passenger Rail Authority

- Created in 2020 by the General Assembly
- Given all powers necessary for carrying out its statutory purposes:
 - Manage passenger rail in Virginia
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
- VPRA has acquired, or will soon acquire, approximately 400 miles of railroad right-of-way in rail corridors along I-95, I-64, I-85, and I-81.
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board
 - Board members are appointed by the Governor
 - Chaired by the Director of the Department of Rail and Public Transportation



Commonwealth Transportation Fund

- In 2020, the General Assembly restructured the transportation funding system to ensure Virginia has a sustainable, statewide transportation funding model
- A unified Commonwealth Transportation Fund was created to invest in multimodal transportation
- Advanced the implementation of Transforming Rail and Virginia's agreement with CSX

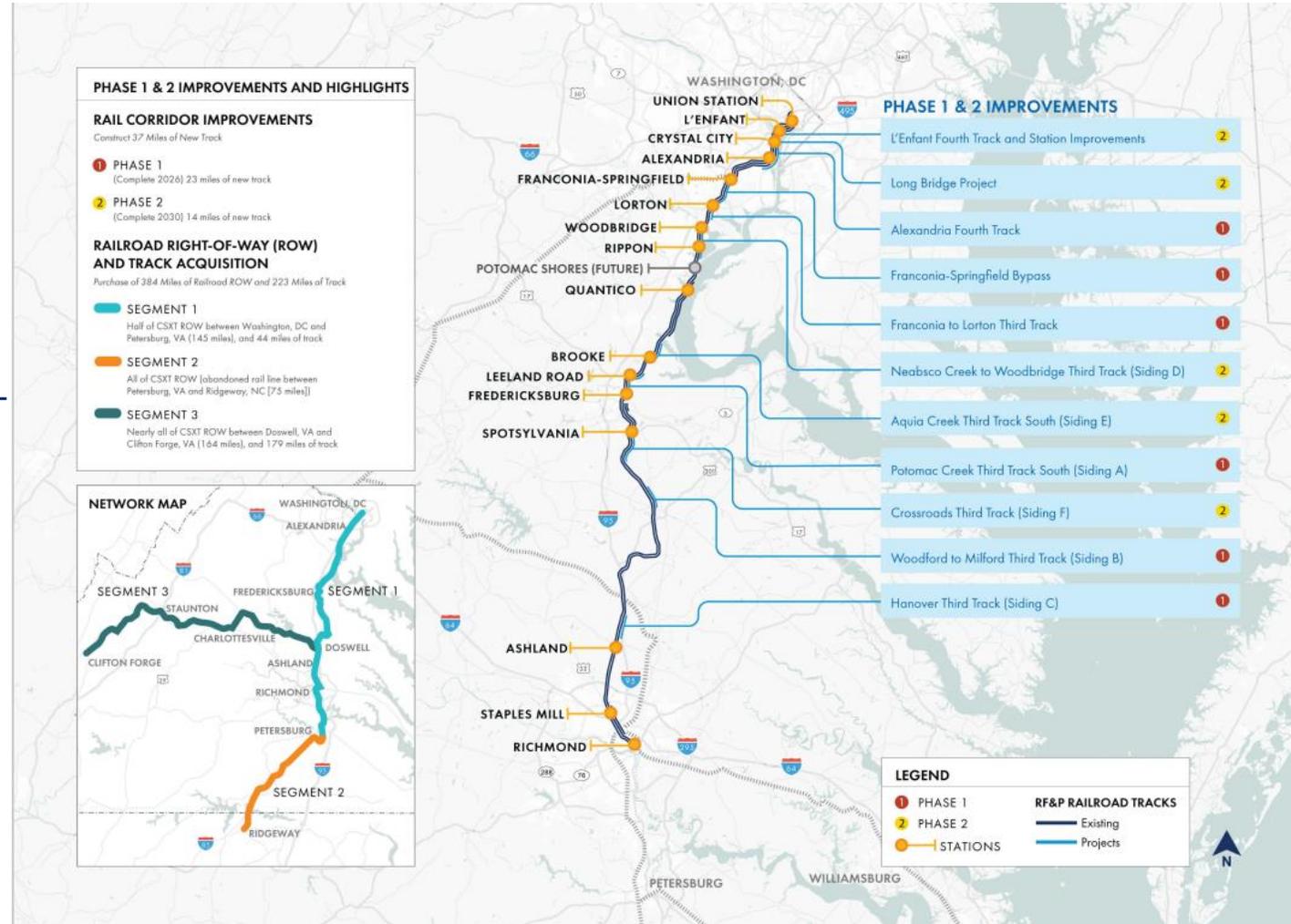


	FY23	FY24	FY25	FY26	FY27	FY28	Total
VPRA (93%)	\$184.4	\$158.4	\$165.3	\$168.3	\$171.4	174.3	\$1,022.1



Transforming Rail in Virginia - CSX Agreement

- Historic agreement between the Commonwealth and CSX Transportation. Initiated in 2019
- Included acquisition and infrastructure.
- Virginia purchased half of the DC to Petersburg (**RF&P - Richmond, Fredericksburg, and Potomac Corridor**) right-of-way, allowing Virginia to construct a dedicated 2-track passenger corridor.
- Full acquisition of the Buckingham Branch from Doswell to Clifton Forge.
- Acquisition of CSX property along the abandoned S-Line from Petersburg to NC.
- Considered a **national model**.



TRV Infrastructure Improvements from DC to Quantico

Program Highlights

Railroad Right-of-Way (ROW) and Track Acquisition

Purchase of 386 Miles of Railroad ROW and 223 Miles of Track

RF&P Corridor

Half CSXT ROW between Washington, DC and Richmond, VA (116 miles) and 44 miles of track

Buckingham Branch Line

All CSXT ROW between Doswell, VA and Clifton Forge, VA (165 miles) and 179 miles of track

S-Line

All CSXT ROW (abandoned rail line) between Petersburg, VA and Ridgeway, NC (75 miles)

S-Line/A-Line

Half CSXT ROW and passenger rights on CSXT track between Richmond, VA and Petersburg, VA (30 miles)

RF&P Corridor Improvements

Construct 37 Miles of New Track

Phase 1 (Complete 2026)

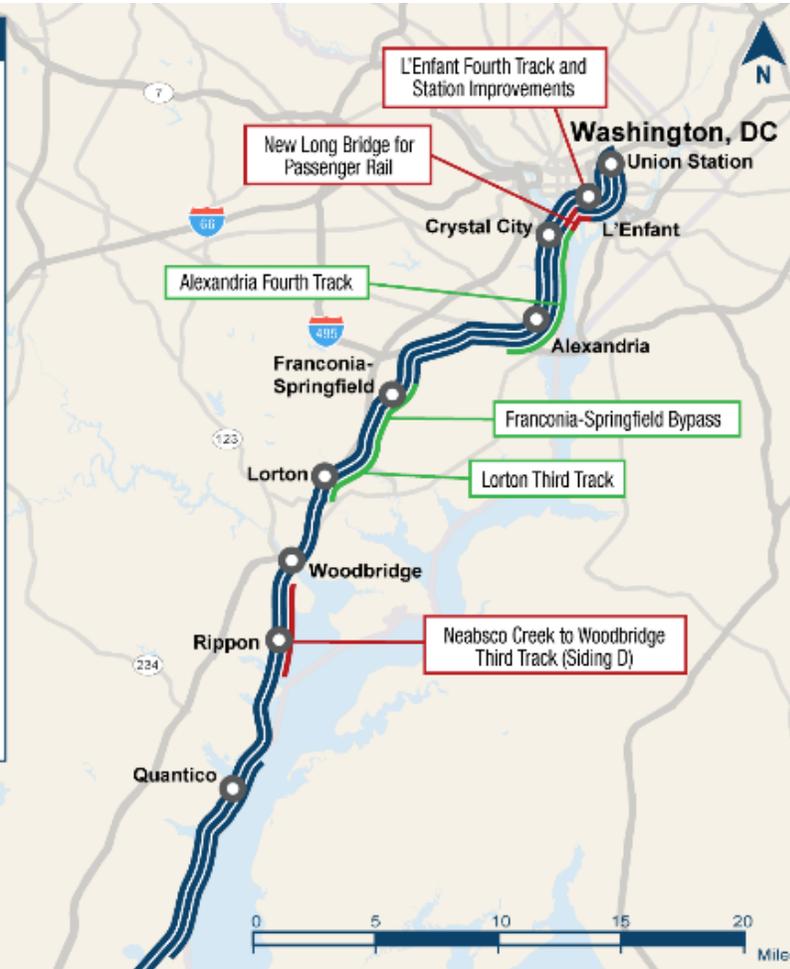
23 miles of new track

Phase 2 (Complete 2030)

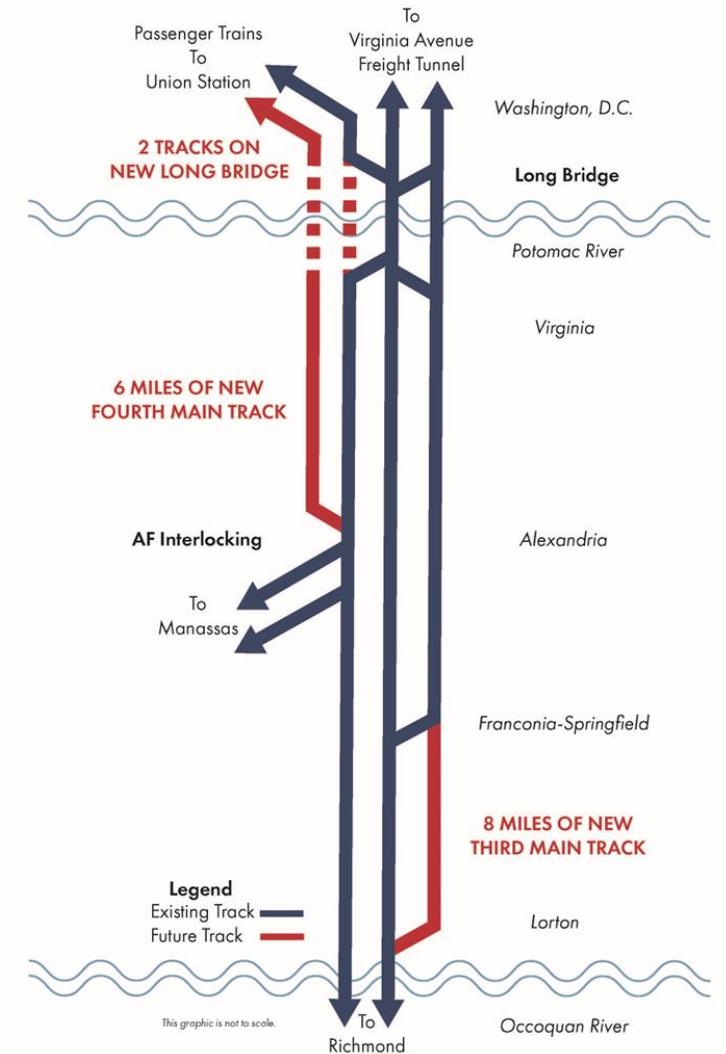
14 miles of new track

Legend

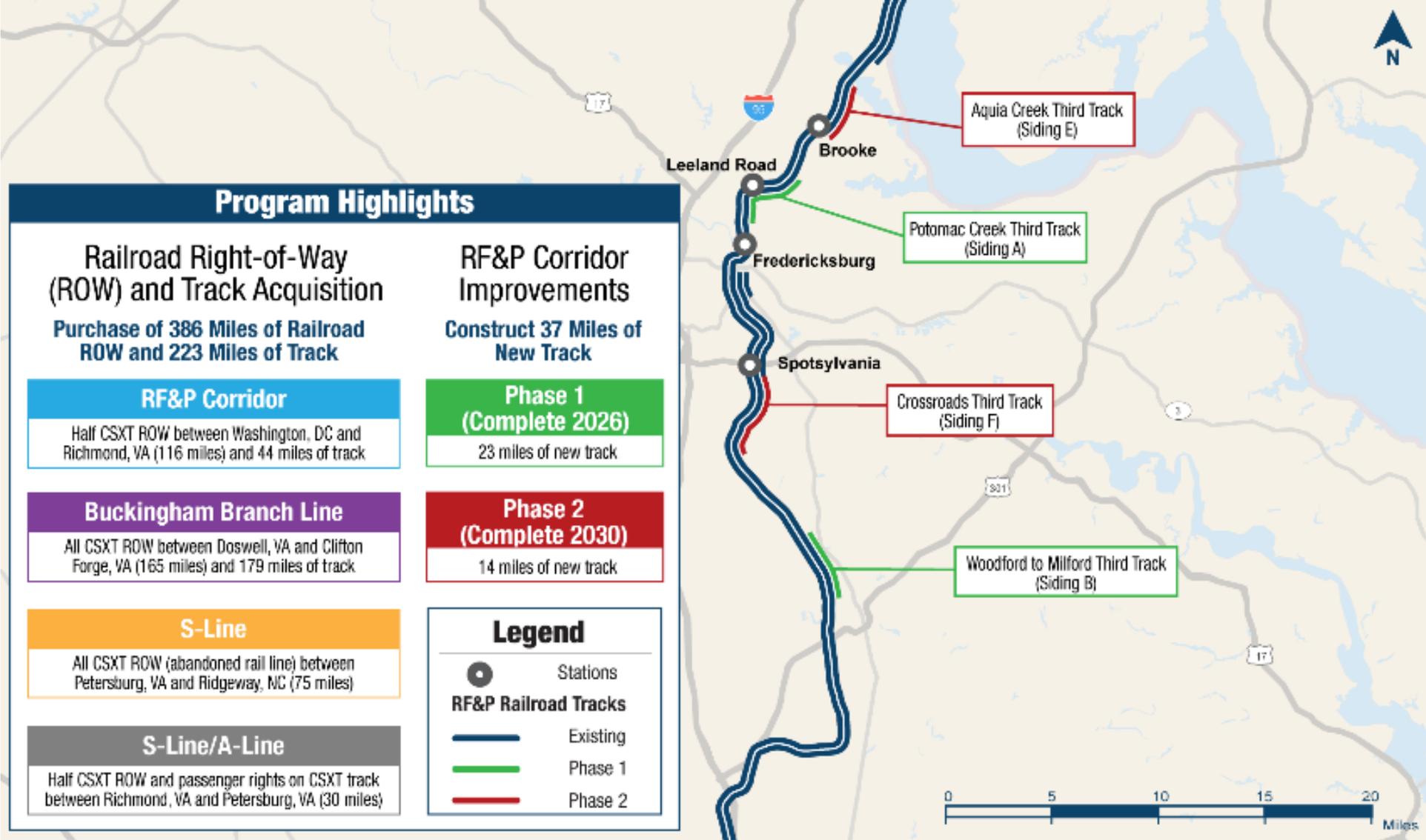
-  Stations
- RF&P Railroad Tracks**
-  Existing
-  Phase 1
-  Phase 2



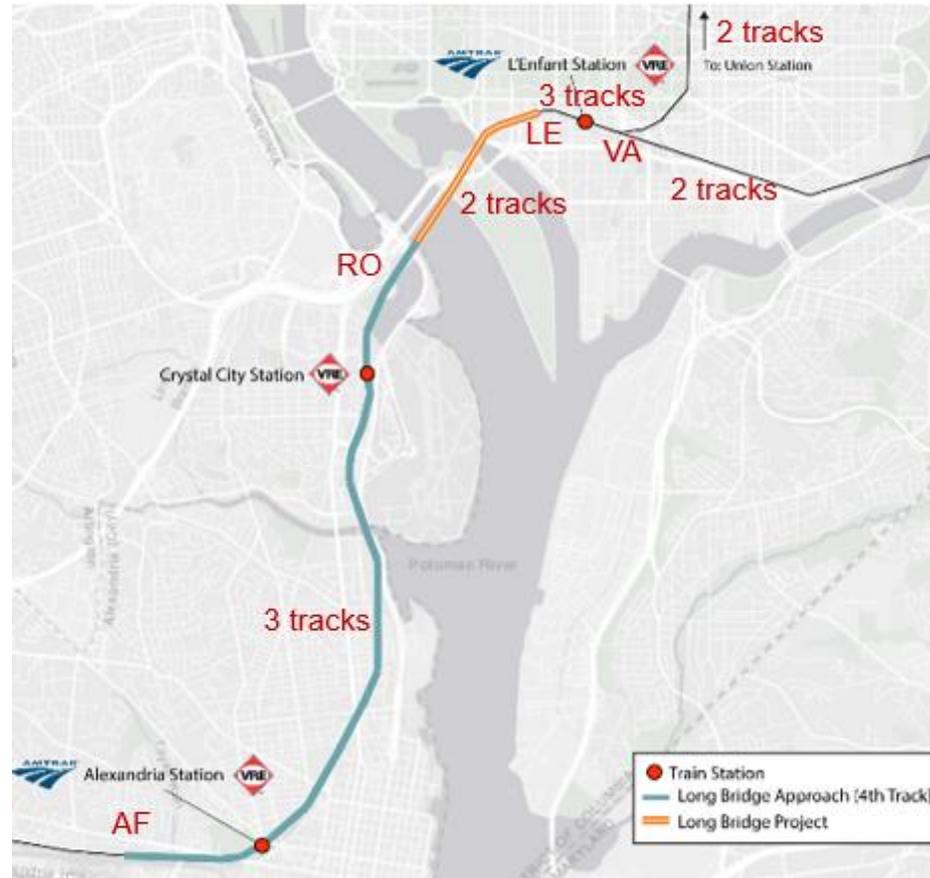
Northern Virginia Area Track Improvements



TRV Infrastructure Improvements - Fredericksburg Area



Long Bridge Area Overview



← L'Enfant 4th Track (3 to 4 tracks)

Long Bridge (2 to 4 tracks) →

← Alexandria 4th Track (3 to 4 tracks)



Long Bridge

EIS Phase
2017-2020

PE Phase
2021-2023

Final Design
2023-TBD

Construction
TBD-2030



Focus Areas – Long Bridge Park to L'Enfant Station

1. Long Bridge Park to Mt. Vernon Trail
2. Potomac River Crossings
3. WMATA Tunnel Portal & I-395 Crossings
4. I-395 to Ohio Drive SW
5. Washington Channel to Maine Avenue
6. Maryland Avenue Overbuild to L'Enfant Station

Enhancing Capacity to Expand Service

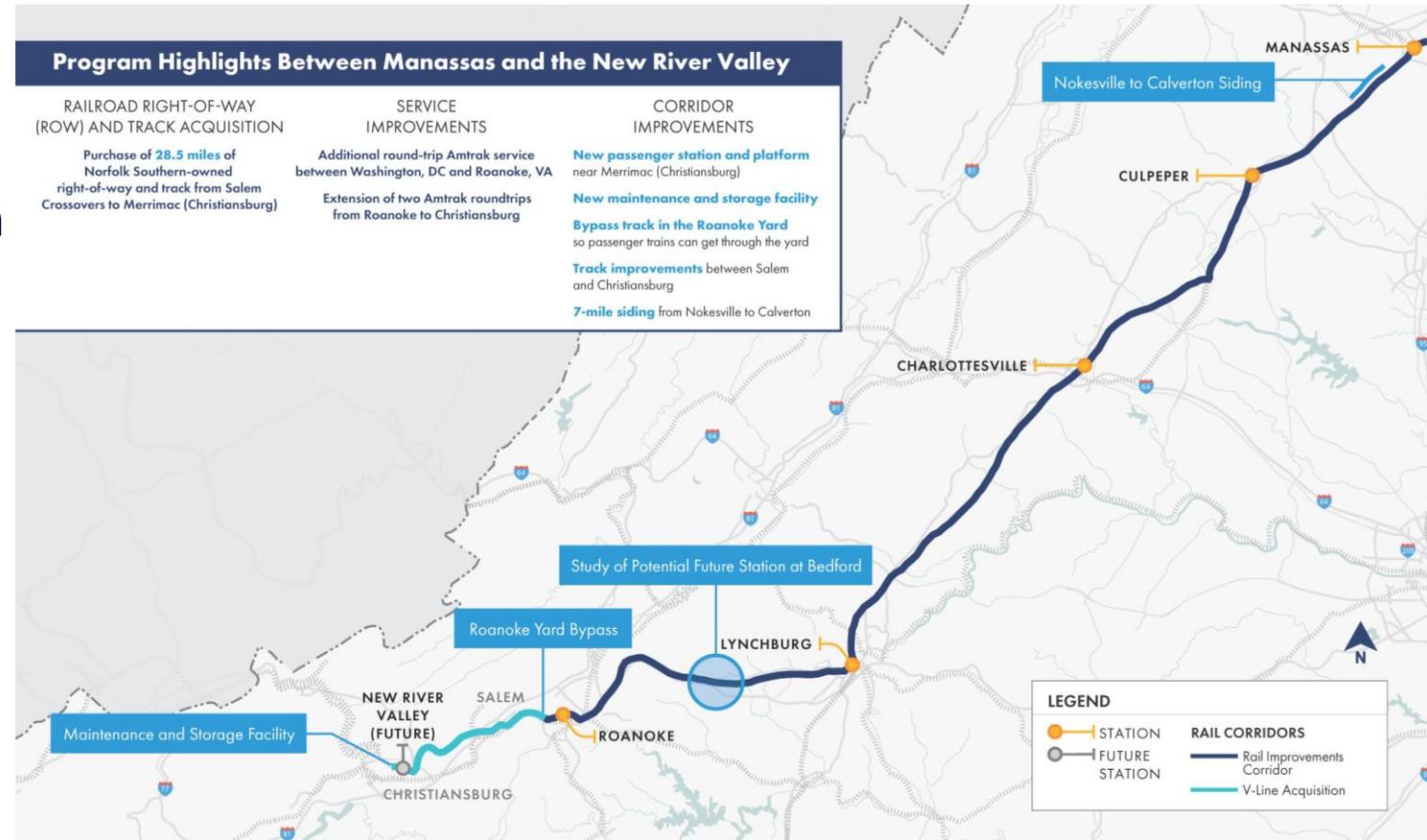
- **Amtrak ridership at all-time highs**; set record ridership beginning in June – monthly records set thereafter.
- **More than doubles state-supported Amtrak roundtrips from 6 to 13**, with nearly hourly service from DC to Richmond.
- Adds additional VRE and Amtrak weekend and late-night service starting in 2026
- 4 new VRE Roundtrips by the end of Phase 1 and 2 additional new VRE Roundtrips by the end of Phase 2 increases VRE Service by 75% along the Fredericksburg Line.
- Provides Virginia with control and guaranteed VRE / Amtrak service.
- Allows future ability to increase VRE Manassas Line Service.



Western Rail Initiative: Norfolk Southern Agreement

The Commonwealth's deal with Norfolk Southern was completed in 2022, resulting in the following:

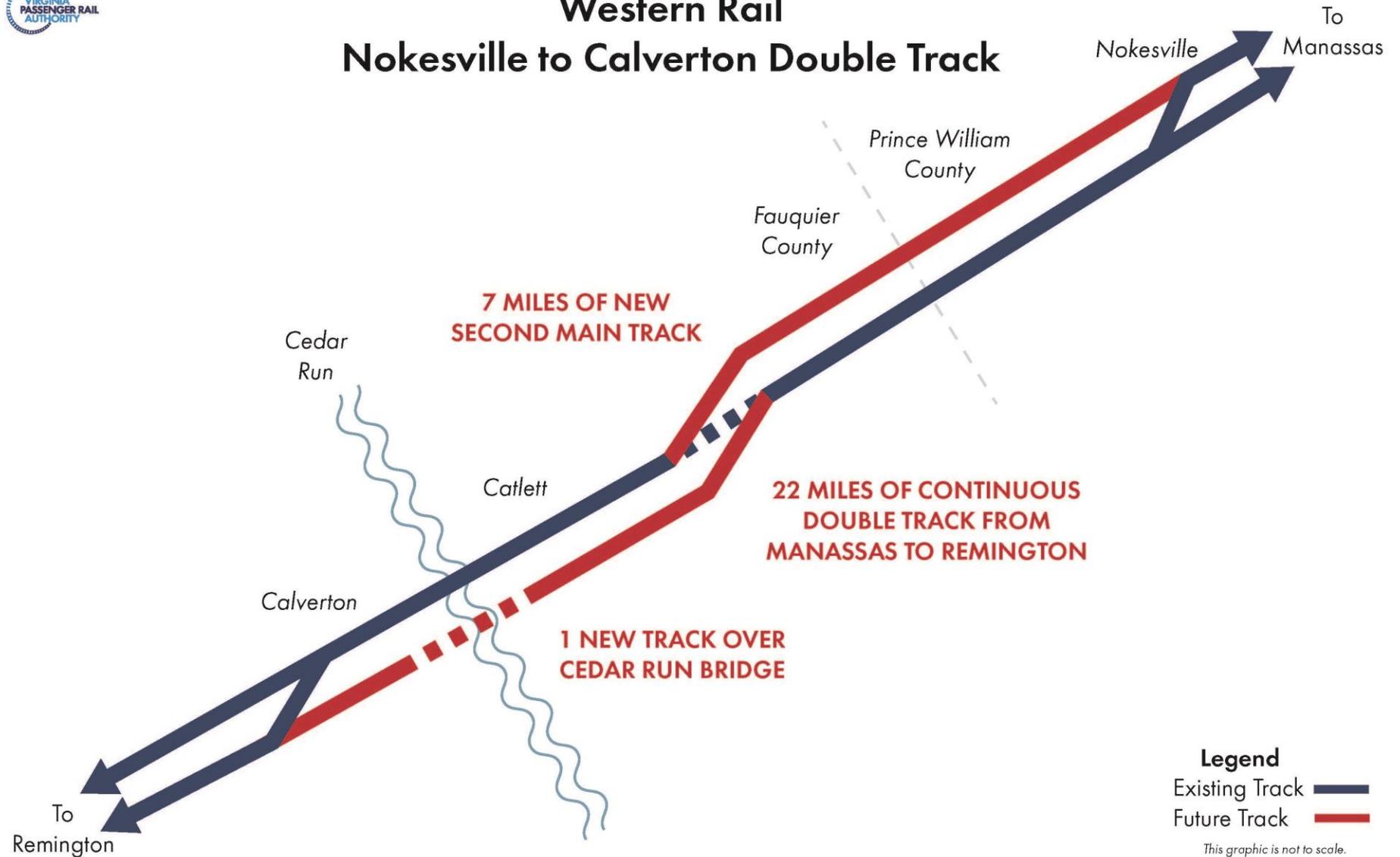
- The acquisition of 28 miles of the Virginian Line from Norfolk Southern
- A second roundtrip to Roanoke
- Future expanded service to the New River Valley
 - Over \$300M worth of capital improvements
- After expansion to the New River Valley, the agreement with NS will add an estimated 80,000 net new riders to the route



Western Rail Infrastructure Improvements



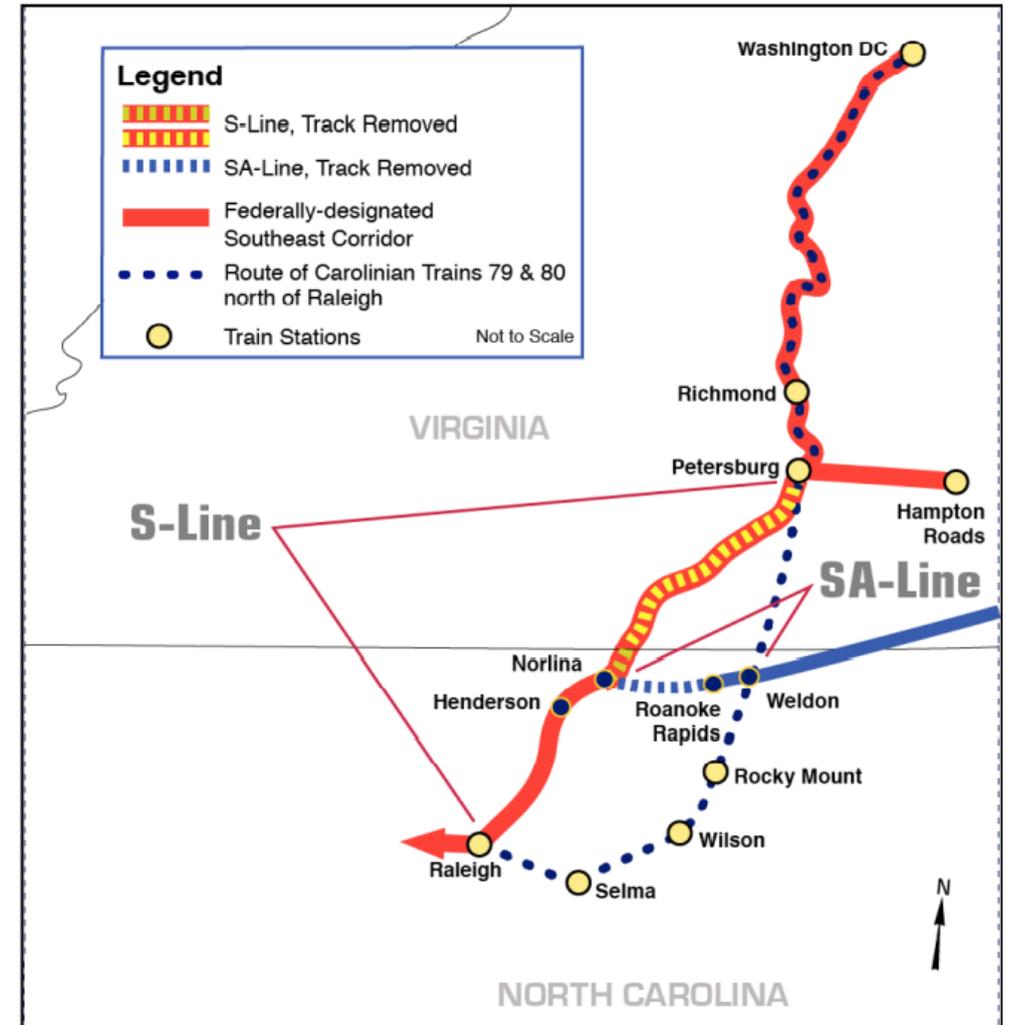
Western Rail Nokesville to Calverton Double Track



Richmond Area Improvements Benefit Whole East Coast

Richmond to Raleigh: S-Line Corridor Project will allow Richmond to Raleigh Improvements

- Improving connections to Main Street will benefit travel from Norfolk and to North Carolina and the Southeast Corridor.
- Richmond to Raleigh EIS envisioned increase in train service to the southeast, with a reduction in travel time of over an hour.
- NC DOT, VPRA, and Amtrak on June 2nd received a \$58M grant from the FRA for preliminary engineering, with a total PE cost of \$95.8M.



Source: NCDOT

Opportunities for Federal Grants

Infrastructure Investment and Jobs Act

- \$39 Billion in new funding for public transit
 - Includes \$8B for the existing FTA Capital Investment Grant Program (applying for Long Bridge)
- \$65 Billion in new funding for passenger rail
 - Mostly discretionary grants: multi-year grant opportunities available for intercity passenger rail – provides certainty
 - VPRA actively applying for discretionary grants both for existing projects and to expedite future projects
- \$87,455,829 in Federal Funds awarded to Virginia to date
 - \$57.9 Million – Richmond to Raleigh
 - \$20 Million – Long Bridge Ped-Bike Bridge
 - \$6.3 Million – Ettrick Station
 - \$2 Million – New River Valley Station
 - \$1.2 Million – Newport News Multi-Modal Transportation Center
- \$634 Million in pending applications for federal funds

Questions?

